



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: **INFORMATION:** Interim Guidance for Area  
Navigation (RNAV) Instrument Flight Rules (IFR)  
Terminal Transition Routes (RITTRs)

Date: JAN 19 2005

From: Manager, Flight Technologies and Procedures  
Division, AFS-400

Reply to  
Attn. of:

To: Program Director, Aviation System Standards,  
AVN-1

**PURPOSE:** This memorandum establishes interim guidance for the development and processing of the RITTR program established by the Air Traffic Organization (ATO).

**BACKGROUND:** The objective of the RITTR program is the expeditious movement of traffic around or through congested terminal airspace areas using the concept of RNAV. RITTRs would eliminate the need for aircraft to over-fly ground based navigational aids or be radar vectored off their intended route of flight to avoid congested areas. User acceptance will be greatly enhanced by the flexibility of the RITTR system. Consequently, as new routes are developed and existing routes revised the cancellation of unnecessary routes within the National Airspace System (NAS) would be inevitable.

## **POLICY:**

### **GENERAL - RITTRs:**

1. Are Title 14 Code of Federal Regulations (14 CFR) Part 95 public-use routes.
2. Are restricted for use by Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipped aircraft only.
3. Beginning and ending fixes/facilities must be located within the Federal VOR airway structure.
4. Will be incorporated into the Obstruction Evaluation (OE) program. See Order 8260.19C, *Flight Procedures and Airspace*, Chapter 5, Section 1.
5. Will be developed using non-very-high frequency omni-directional range distance measuring equipment (VOR/DME) route criteria found in Chapter 15 of Federal Aviation Administration (FAA) Order 8260.3B, *U.S. Standard for Terminal Instrument Procedures (TERPS)*.

6. The minimum and maximum segment length (i.e., the distance between any two fixes) is 12 nautical miles (NM) and 500 NM respectively.

7. Are subject to criteria in TERPS, paragraph 1718, 1719, 1720, 1721, 1730 (except 1730b), and 1731b.

8. Are subject to requirements in Order 8260.19C, Chapter 3, Sections 1 and 3.

## DOCUMENTATION AND PROCESSING

1. Order 8260.19, Chapter 8, Section 10, applies with the following exceptions:

2. FAA Form 8260-16.

a. Paragraph 880a. RITTR designators are prefaced with the letter "T".

Example: "T204".

b. Paragraph 880b(2).

(1) **Facilities are identified** by name, waypoint type, and the two-letter state abbreviation, followed by the facility type.

For example, "CHARLOTTE (FB), NC VOR/DME".

(2) **Fixes are identified** by name and waypoint type, followed by the state abbreviation.

For example, "JOTTA (FB), NC".

(3) **In the "TO" block**, document the leg type (path terminator) used for each segment. For example: "CHARLOTTE (FB) (TF), NC VOR/DME", "JOTTA (FB) (TF), NC".

*Note: RITTRs employ only Track-to-Fix (TF) leg types.*

c. Paragraph 880c. New RITTR require airspace action. Enter the docket number associated with the airspace action.

d. Paragraph 880e.

(1) RITTRs assume GPS/GNSS signal coverage Minimum Reception Altitude (MRA) is adequate at the Minimum Obstruction Clearance Altitude (MOCA) (as verified through flight inspection). Enter the MOCA value in the MRA block. Increase the MRA if required by flight inspection.

(2) Do not publish a MOCA that is less than 500 feet below the MEA unless the MOCA provides an IFR cardinal altitude.

e. Paragraph 880f.

(1) Minimum Enroute Altitude (MEA). Enter the MRA value or minimum altitude based on airspace evaluation, whichever is higher. Increase the MEA if required by flight inspection.

(2) Maximum Authorized Altitude (MAA). Enter the value provided by Air Traffic.

f. Paragraphs 880g and 880h. Leave blank.

g. Paragraph 880i. Applicable only to Minimum Crossing Altitude (MCA).

This guidance will be incorporated into Order 8260.19D, *Flight Procedures and Airspace*, and Order 8260.3B (next revision), *U.S. Standard for Terminal Instrument Procedures*, as appropriate. This memorandum is cancelled upon the revision of these orders, which ever occurs last.

If you have any questions, please contact Donald P. Pate, AFS-420, at (405) 954-4164.



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